

This listing of claims will replace all prior versions,
and listings, of claims in the application:

LISTING OF CLAIMS:

Claim 1 (currently amended): An aircraft rotor which is
arranged to rotate around a substantially vertical axis and which
comprises at least two blades, wherein the blades when rotating
form a conical surface,

whereby to provide ascending force, ascending force
coefficients of the blades can be adjusted to be positive and to
provide propulsive force, the ascending force coefficients of the
blades on a forward side and on a rear side can be adjusted to
have opposite signs,

wherein the rotor comprises a circular rotor rim to
which roots of the blades are connected.

Claim 2 (original): A rotor as claimed in claim 1,
wherein the ascending force coefficients of the blades can be
adjusted as a function of the angle of rotation of the rotor.

Claim 3 (original): A rotor as claimed in claim 1,
wherein the ascending force coefficients of the blades are
arranged to be adjusted by changing the blade angle of the
blades.

Claim 4 (canceled).

Claim 5 (withdrawn): A rotor as claimed in claim 1, wherein the blades curve outward.

Claim 6 (currently amended): An aircraft which comprises a body and at least one rotor connected to the body and arranged to rotate around a substantially vertical axis and comprising at least two blades, wherein the blades when rotating form a conical surface,

whereby to provide ascending force, ascending force coefficients of the blades can be adjusted to be positive and

to provide propulsive force, the ascending force coefficients of the blades on a forward side and on a rear side can be adjusted to have opposite signs, and

wherein the aircraft has a rotating circular rotor rim to which roots of the blades are connected.

Claim 7 (original): An aircraft as claimed in claim 6, wherein the ascending force coefficients of the blades can be adjusted as a function of the angle of rotation of the rotor.

Claim 8 (original): An aircraft as claimed in claim 6, wherein the ascending force coefficients of the blades are arranged to be adjusted by changing the blade angle of the blades.

Claim 9 (canceled).

Claim 10 (original): An aircraft as claimed in claim 6, wherein the aircraft has at least two rotors.

Claim 11 (withdrawn): An aircraft as claimed in claim 10, wherein the blades of at least one rotor form, when rotating, a conical surface and the blades of at least one rotor rotate substantially horizontally.

Claim 12 (original): An aircraft as claimed in claim 10, wherein the aircraft has at least two rotors arranged on top of each other, whose blades form a conical surface when rotating.

Claim 13 (original): An aircraft as claimed in claim 12, wherein the aircraft has at least two rotors arranged on top of each other and rotating in opposite directions, the blades of the rotors forming conical surfaces in such a manner that the cone tips of the conical surfaces point downward.

Claim 14 (withdrawn): An aircraft as claimed in claim 12, wherein the aircraft has at least two rotors arranged on top of each other and rotating in opposite directions, the blades of the rotors forming conical surfaces in such a manner that the cone bottoms of the conical surfaces face each other.

Claim 15 (withdrawn): An aircraft as claimed in claim 12, wherein the aircraft has at least two rotors arranged on top of each other and rotating in opposite directions, the blades of the rotors forming conical surfaces in such a manner that the cone tips of the conical surfaces face each other.

Claim 16 (withdrawn): An aircraft as claimed in claim 15, wherein the lower rotor is arranged to form a landing pedestal.

Claim 17 (withdrawn): An aircraft as claimed in any one of claims 10, wherein the tips of the blades of different rotors are connected.

Claim 18 (withdrawn): An aircraft as claimed in claim 17, wherein an apparatus generating propulsive force is arranged at the tips of the blades.

Claim 19 (withdrawn): An aircraft as claimed in claim 6, wherein the aircraft has at least one rotating rotor rim, to which the blades are arranged and which rotor rim is arranged at the widest point of the body.

Claim 20 (withdrawn): An aircraft as claimed in claim 6, wherein the blades are made of an elastic material in such a manner that when the blade angles are adjusted, the blades can twist.

Claim 21 (withdrawn): An aircraft as claimed in claim 6, wherein the blades of at least one rotor are formed in such a manner that the forward parts of the blades are arranged obliquely with respect to the horizontal plane and the rear parts of the blades are arranged to be substantially horizontal, and that the blade angle of the blades is adjusted by turning the blades around a substantially vertical shaft.

Claim 22 (original): An aircraft as claimed in claim 6, wherein the ends of the blades belonging to the same rotor are connected.

Claim 23 (original): An aircraft as claimed in claim 6, wherein the aircraft has an electric motor for rotating the rotor and electric motors for adjusting the blade angles of the blades.

Claim 24 (original): An aircraft as claimed in claim 6, wherein at least a part of the surfaces of the aircraft is made up of solar cells.

Claim 25 (original): An aircraft as claimed in claim 6, wherein the aircraft can be arranged to function as a wind generator.

Claim 26 (original): An aircraft as claimed in claim 6, wherein batteries and/or fuel cells are use as the energy source and energy storage of the aircraft.

Claim 27 (original): An aircraft as claimed in claim 6, wherein the aircraft can be arranged to be a dwelling and/or water vehicle.

Claim 28 (withdrawn): An aircraft as claimed in claim 6, wherein the blades curve outward.

Claim 29 (new): An aircraft which comprises a body and at least one rotor connected to the body and arranged to rotate around a substantially vertical axis and comprising at least two blades, wherein the blades when rotating form a conical surface,

whereby to provide ascending force, ascending force coefficients of the blades are adjustable to be positive and

to provide propulsive force, the ascending force coefficient of the blades on a forward side and on a rear side are adjustable to have opposite signs, and

wherein in level flight, the body of the aircraft produces an ascending force.

Claim 30 (new): An aircraft comprising:

a body having an upper part and a lower part, the upper part of the body is more convex than the lower part of the body so that when the aircraft is in level flight the body produces an ascending force;

a rotor rim situated on a level of a surface of the body; and

a plurality of blades connected by respective roots to the rotor rim,

wherein the blades when rotating form a conical surface such that blade angles of the blades are controlled so that airflow is made to flow along the surface of the body by increased velocity over the upper surface of the body to increase the ascending force and to produce propulsive force during level flight.

Claim 31 (new): The aircraft as claimed in claim 30, wherein during level flight, the blade angles of the blades on a

front side of the aircraft are adjusted to be negative and the blade angles of the blades on a rear side of the aircraft are adjusted to be positive.

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Claim 32 (new): The aircraft as claimed in claim 6, wherein the rotor rim encompasses a circumference of said body.

Claim 33 (new): The aircraft as claimed in claim 30, wherein the rotor rim encompasses an outer periphery of said upper part.
